

Message Text

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63

ACTION FAA-00

INFO OCT-01 ARA-10 ISO-00 DOTE-00 EB-07 L-03 /021 W

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R 191922Z JAN 76

FM AMEMBASSY QUITO

TO SECSTATE WASHDC 8703

INFO AMCONSUL GUAYAQUIL

UNCLAS QUITO 0479

E.O. 11652: N/A

TAGS: EAIR, EC

SUBJECT: REPORT OF AIRCRAFT ACCIDENT

REF: 75 STATE 291207

1. FOLLOWING IS EMBASSY'S UNOFFICIAL TRANS-
LATION OF REPLY
RECEIVED FROM DIRECTOR GENERAL OF DAC (DIRECTORATE GENERAL
OF CIVIL AVIATION:

2. QUOTE: COUNSELOR FOR ECONOMIC/COMMERCIAL AFFAIRS, U.S.
EMBASSY QUITO: I ACKNOWLEDGE THE RECEIPT OF YOUR KIND LETTER
OF DECEMBER 12, 1975, TO CONVEY THE INFORMATION SENT BY THE
FEDERAL AVIATION ADMINISTRATION (FAA) WITH RESPECT TO THE
LEGAL SITUATION OF A VISCOUNT AIRCRAFT 745D, SERIAL NO. 126,
U.S. REGISTRATION N-7428, WHICH WAS OPERATED BY THE SAN
AIRLINE UNTIL NOVEMBER 7, WHEN IT HAD AN ACCIDENT AT THE
GUAYAQUIL AIRPORT.

3. THE DAC HASNOTED THE DETAILS REPORTED IN THE ABOVE-
MENTIONED LETTER, AND INSTRUCTIONS HAVE BEEN ISSUED NOT TO
REPAIR OR REMOVE AIRCRAFT N-7428 FROM THE PLATFORM AT
THE AIRPORT UNTIL WE RECEIVE INSTRUCTIONS FROM THE FAA.

4. AS FOR THE INQUIRIES MADE BY THE FAA, PLEASE BE
ADVISED THAT THE VISCOUNT 745D AIRCRAFT WAS ADMITTED
INTO THIS COUNTRY, WITH PROPER APPROVAL, H
N APRIL 8, 1975,

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TO BE FLOWN BY THE SAN COMPANY UNDER A LEASE. UNTIL THE

DATE WHEN THE ACCIDENT OCCURRED, IT WAS BEING OPERATED ON THE DOMESTIC ROUTES OF ECUADOR, IN SCHEDULED FLIGHTS, CARRYING PASSENGERS.

5. AS REGARDS THE ACCIDENT, PLEASE BE INFORMED THAT, ACCORDING TO PRELIMINARY INVESTIGATIONS BEING CONDUCTED BY DAC, IT HAS BEEN DETERMINED THAT THE VISCOUNT AIRCRAFT 745D, N-7428, RENTED BY THE SAN COMPANY, ON NOVEMBER 7, 1975, WHILE MAKING A REGULAR SCHEDULED FLIGHT CARRYING PASSENGERS, BEGAN TO TAKE OFF AT THE CUENCA AIRPORT FOR GUAYAQUIL. WHILE RUNNING FOR TAKE-OFF THE PILOT FELT A STRONG VIBRATION WHEN HE HAD REACHED V-1, AND HE DECIDED TO CONTINUE RUNNING FOR THE TAKE-OFF. ONCE THE TAKE-OFF WAS ACCOMPLISHED, OWING TO STRUCTURAL DEFECTS THE CYLINDER PISTON OF THE SHOCK ABSORBER CAME LOOSE WITH THE WHEEL ASSEMBLY AND FELL DOWN BY GRAVITY AT APPROXIMATELY 300 METERS FROM THE END OF THE RUNWAY.

6. UNDER THESE CONDITIONS THE FLIGHT CONTINUED TO GUAYAQUIL, WHERE PROPER MEASURES WERE TAKEN FOR AN EMERGENCY LANDING.

7. THE PILOT, AFTER APPLYING THE PROPER EMERGENCY PROCEDURES PRESCRIBED IN SUCH CASES AND USING UP THE FUEL, PERFORMED THE LANDING WITH UNFOLDED LANDING GEAR, WHICH AS STATED ABOVE, LOST THE LEFT WHEEL ASSEMBLY.

8. LANDING WAS ACCOMPLISHED BY APPLYING THE TECHNIQUE PRESCRIBED FOR SUCH CASES, THAT IS TO SAY, ACCORDING TO THE MANUFACTURER'S MANUAL, BY HAVING THE AIRCRAFT REST ON THE RIGHT SIDE LANDIF GEAR ONLY AND THE NOSE UNTIL, BECAUSE OF THE LOW SPEED, THE LEFT LEG GRAZED THE RUNWAY AND THE AIRCRAFT STOPPED. NOBODY ABOARD SUSTAINED ANY INJURIES.

9. THE AIRCRAFT HAD MINOR DAMAGES. WE MAY MENTION THE PROPELLER ENDS IN POSITION 1 AND 2. THE TURBINES ARE APPARENTLY IN GOOD CONDITION. HOWEVER, THEY SHOULD BE INSPECTED. THERE MAY BE DAMAGES IN THE RIGHT LANDING GEAR AND THE NOSE AS A RESULT OF THE STRESS DURING THE UNCLASSIFIED

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EMERGENCY LANDING, AND SO ON. THE STRUCTURAL PARTS SHOULD BE CHECKED, SUCH AS THE BEAMS IN THE LEFT WING AND THE CENTRAL PART OF THE AIRCRAFT.

10. AS FOR THE DEFECT THAT CAUSED THE WHEEL ASSEMBLY TO COME APART TOGETHER WITH THE SHOCK ABSORBER PISTON, I MUST STATE THAT DAC IS MAKING AN ANALYSIS OF THE MATERIAL IN ORDER TO DETERMINE THE POSSIBLE CAUSES OF THIS ACCIDENT.

11. I BELIEVE I HAVE PROVIDED THE INFORMATION REQUESTED
BY THE FAA AND I AM AWAITING SUCH INSTRUCTIONS AS THE
FAA MAY WISH TO ISSUE IN CONNECTION WITH THE AIRCRAFT
ABOVE REFERRED TO, IN ACCORDANCE WITH THE RULES ESTABLISHED
IN EXHIBITS 8 AND 13 OF THE CHICAGO CIVIL AVIATION
AGREEMENT.

12. I AVAIL MYSELF OF THIS OPPORTUNITY TO RENEW THE
ASSURANCES OF MY HIGH CONSIDERATION AND ESTEEM. SIGNED:
YOURS VERY TRULY, JAIME E. SUAREZ R., COLONEL, AIR FORCE
DIRECTOR GENERAL.
HEMENWAY

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Message Attributes

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